

THE DAILY BE

E. BOWEN, EDITOR.

There has been a fall in the price of Peruvian guano.

There are a number of questions of more importance to Omaha than the establishment of a mint. Deacons as a mint would be a new bridge is still more so.

Gov. Cornell and Senator-elect Platt have paid their respects to Gen. Garfield at Mantion, and have doubtless left with increased respect for the general's back bone.

Pennsylvania's legislature has been balloting for a senator for fourteen days, and the strain of the contest has nearly demoralized the two principal candidates. A number of the legislators lost their minds before the contest began.

The only paper in the United States that has yet failed to receive the news of the election of General Van Wyck is the San Francisco Call, which, in its issue of the 19th, announces the election of Senator Paddock, and giving a biography of his life.

The Fall River cotton options have advanced a shade in value with the alternative of a strike. The mills are running to their fullest capacity, and are unable to fill orders, and it looks as if the spinners' demands will be speedily complied with.

The objection to a postal telegraph as centralizing too much power in the government, is rapidly giving way. People are beginning to think that it is better to have power centralized under their own control, than in the hands of stock gamblers who only aim to squeeze out dividends on watered stocks.

Wheat raising in Dakota seems to be a paying business. William F. Dalrymple, of the famous grain farm, says that the crop profit for 1880 was over \$250,000. He raised more than 100,000 bushels of wheat on 24,000 acres, and disposed of it in Buffalo at a profit of fifty cents a bushel.

We are gratified to note the rapid progress of farmers' alliances in every part of the state. Since the organization of the State Alliance, Mr. Burrows, secretary of the alliance, has issued charters to over two hundred subordinate alliances and the movement has only just begun.

We hope the Douglas county delegation will act upon the suggestion of Mr. Boyd to authorize the council to divide the city into sprinkling districts, for which a special sprinkling tax can be collected on all property adjacent to the streets. The case of Omaha has been and always will be the dust to the hot summer days. When the water works are completed we shall have the facilities to sprinkle our streets at a very low cost. It would be unjust and unreasonable to put the cost of sprinkling upon resident owners and occupants of store houses, while the non-resident owners of vacant lots would be exempted. Street sprinkling is a necessity in Omaha, and all property owners on the streets sprinkled ought to share alike in the expense.

The Omaha Bee never said one word in favor of Gen. Van Wyck until after he was elected. Let this be recorded for the benefit of the Lincoln Journal (Republican). We don't propose to waste time in hunting up in our files expressions of friendly feeling towards Senator-elect Van Wyck. How numerous and pointed they have been during the past year, readers of The Bee know. To go back a little more than two weeks, on January 10th The Bee, in response to the assaults of the subsidized press on General Van Wyck's term of residence in our state, published the following:

General Van Wyck may be "a carpet-bagger" from New York, but one county wouldn't object to a few more such wealthy farmer emigrants loading in her midst and working to build up her agricultural prosperity.

This we followed up on January 11th with another editorial as follows:

The editor of The Lincoln Democrat, whose first choice in Paddock and next Hitchcock for United States senator, doubtless became these two worthies as the only ones who have pledged and given senatorial patronage to demagogue, assails Gen. Van Wyck and denounces him as a carpet-bagger. With the exception of a few hundred Indians who were born and reared on the soil, 99 per cent of all the people of Nebraska are carpet-baggers. If General Van Wyck, who is an American born, is a carpet-bagger, to which category does the editor of the Democrat, who was born in Europe belong? Every man who comes to Nebraska, whether from America or abroad is a carpet-bagger, and unlike the bourgeois of the south we are anxious to see the number of carpet-baggers increase, especially men like Van Wyck, who bring \$100,000 of the state to invest in farms and raise crops for export.

It is a matter of very little importance whether or not The Bee was the personal champion of General Van Wyck's candidacy. General Van Wyck was never the sole candidate of any particular person or journal, but was taken up and elected as the representative of an element in the republican party and throughout the state which was opposed to railroad monopoly jobbers and the "power, prestige and plunder" doctrine. As the recognized leader and exponent of that element The Bee fought a bitter and unrelenting contest against the Republican and its candidates, who were the recognized opponents and leaders of the other element, which represented the railroads and their capers and jobbers.

It is decidedly cheeky in the Republic, which passed no opportunity to state sure upon the constituencies which elected General Van Wyck and on General Van Wyck himself, to come out this late day as the friend and champion of the senator-elect, whom it places on a level with its partner pet, Church Hove.

old con- the two If they Omaha will debt and the payment of the sewers already constructed is only a matter of time.

STATE JOTTINGS.
—Alma is to have an opera house.
—Oceola is organizing a dramatic club.
—Indianola has a large circulating library.
—Beaver City is to have a telephone exchange.
—O'Neill boasts of being a great stage center.
—Thayer county has raised its li- comes to \$300.
—The Baptist seminary at Gibbon has 87 students.
—Stock shipments at Blair have been enjoying a boom.
—It is rumored that Tecumseh is to have a new bank.
—Coal has been discovered within two miles of Hardy.
—Furnas county has named a new town after Garfield.
—A lodge of Odd Fellows has been established at Sidney.
—Cambridge's brick hotel is in process of erection.
—Red Cloud has 174 scholars enrolled in its schools.
—It is rumored that the U. P. will build into Blue Springs.
—The Old Fellows of Pawnee City have started a library.
—Twenty antelopes were seen near Superior on the 18th inst.
—The Stone estate has given Doane college a bequest of \$5,000.
—Crete proposes to build a new flouring mill to cost \$12,000.
—The Antelope Eagle has issued its first number from Neligh.
—Saunders county will hold an agricultural institute February 8th.
—Loup City is moving in the matter of procuring railroad facilities.
—A station merchant shipped 1300 pounds of butter on the 24th inst.
—Grafton, Fillmore county, has two schools and three church societies.
—Two new engines for the B. & M. road have arrived at the Plattsmouth shops.
—Ten thousand salmon were placed last week in the lakes of Howard county.
—The Thayer county poor farm last year raised ninety bushels of corn to the acre.
—Fairfield's dramatic club has expended \$75 in scenery for their entertainments.
—Wahoo business men are organizing a company to conduct the grain business.
—Blue Springs, with 25,000 acres in the immediate vicinity wants a wooden mill.
—One of Lincoln's most substantial citizens proposes to erect a new saw-mill.
—There are not enough coal miners at Cincinnati and Four Mile to supply the demand.
—The Methodist of Myrtle have erected the first and only church in Carter county.
—Plattsmouth reckons up over \$100,000 of business improvements during the past year.
—The Republican Valley soap factory, at Red Cloud, have put their soap on the market.
—The new bell at Tekamah, weighs 253 pounds and cost \$75.
—The new opera house at Plattsmouth is said to be the finest in the state outside of Lincoln.
—The Dakota City Improvement company shipped 3,000 bushels of wheat during the past week.
—Crown's Scotchmen celebrated the anniversary of Burns' birth last week in a becoming manner.
—Grant precinct, Richardson county, had a grand oen hunt last week, with six oxen as the result.
—The cattle in the Platte valley between the rivers are reported as doing well with plenty to eat.
—The West Point butter and cheese association is talking of lighting their factory by the electric light.
—An incendiary attempted to fire the Drow livey stable at Plattsmouth, last week, but was unsuccessful.
—Wm. Delaney lost his life last week when riding his jumping from a train and falling under the wheels.
—An American eagle, measuring seven feet from tip to tip of wings, was shot at Rock Creek last week.
—Dakota City has initiated a strict quarantine against all travelers from Dakota. Small-pox caused the scare.
—Red Willow is a banner county. Already enough surplus funds are in the treasury to build a court house.
—The Congressional association of the Republican Valley province will locate an academy at Franklin, Franklin county.
—Business men of Neligh have subscribed \$20,000 in stock for the purpose of erecting the new woolen mill.
—A party of Sioux Indians raided a herd of cattle near Fort Niobrara last week and cut off eight head of beefers.
—The loss of stock throughout the state have been greatly exaggerated. They will not amount to over five per cent.
—Certain parties are talking of putting in a steam cracker here, which will work up sorghum into syrup and sugar at Beatrice.
—Two thousand acres of buffalo sold will be turned over for this year's cultivation, in Harlan county, as soon as the first frost is out of the ground.
—A farmer, living a few miles from Platte Center, daily feeds a flock of 300 prairie chickens that come to him every morning for their rations.
—The work of the erecting of the new shops at Grand Island is proceeding rapidly, and most of the iron working machinery is in place.
—The goods consigned to the new store at Grand Island have been a new portable railway which will enable one team of horses to haul several heavily loaded wagons at once.
—Representative Montgomery, of Furnas county, has introduced a bill to change the name of Gosper county to Garfield, and to legalize the organization of the same.
—St. Helena has been invaded by wood teams and drivers from Dakota, cutting wood from the island. They were arrested and fined \$5 each.
—Polk county has applied to the legislature for permission to use \$40,000 of the sinking fund for rebuilding the court house which was destroyed by fire recently.
—Parties have been working a saw-mill on Fairfield creek, Holt county, and shipping timber to Fort Niobrara, from government land. Result, two arrests at Fairfield.
—A beautiful mirage was seen at Fairfield, Clay county, last week. Edgar could be seen very plainly, and all the country between Fairfield and the Blue, was like a beautiful picture.

the roads, trees and houses being visible and natural as life. Some claim they could see Hastings and Harvard.

A petition is being circulated asking that the mail service from Niobrara to O'Neill be increased to six trips per week.

Work has been suspended on the B. & M. track now extending about two miles east of the Brownville & Beatrice junction, and will probably not be resumed until spring. The track is laid three or four miles south from Blue Springs and track laying has also been suspended there.

IOWA BOILED DOWN.

A man in Mt. Pleasant owns 4,000 geese.
The next state fair begins September 8, 1881, and is to be held in Des Moines.
The canyons in Kellogg, Jasper county, cannot 150,000 quarts of corn last year.
The hatchery at Spirit Lake has just been supplied with 50,000 white fish eggs.
A bonus of \$400 has been raised in Marcus towards the erection of a flouring mill.
Lucas county pays a bounty of \$1 for full grown wolf scalps and \$1.50 for scalps of young wolves.
Ninety-two fat hogs, averaging 500 lbs each, were shipped to Chicago from Clinton in one lot this week.
The city council of Marshalltown is discussing the question of buying the present gas works in that city.
There are forty companies of steam heat in Burlington, furnished by one company located in the city.
It is estimated that the yield of sorghum syrup in this state during 1880 was from 120 to 200 gallons per acre.
During 1880 246 carloads of stock, 42,801 bushels of corn and 300,880 pounds of butter were shipped from Spencer.
Henry Zilen has located his headquarters in Charleston, and is buying black walnut logs for shipment to England.
Logan is to have a canning factory in the spring, and is also acquiring the question of starting a starch factory.
The State of Iowa receives a judgment of \$7,230.50 from M. Morse for frauds in clothing sold to the Fort Madison prison.
The wells and cisterns around Mt. Pleasant are giving out, and stock is suffering not a little because of the scarcity of water.
Council Bluffs has a hunting and fishing club duly incorporated with a capital stock of \$5,000. The money is being used buying game.
Another hundred colored miners from Tennessee are to be brought in by the Fort Dodge Coal company as soon as the recently arrived ones are settled.
During 1880, 455 car loads of farm products, including grain, stock, etc., were shipped from Algona, aggregating 41,220,900 pounds, at a cost of \$39,200.
The question of boring for coal is being agitated in Storm Lake. There is talk of incorporating a company with \$10,000 to prosecute exploration.
Andrews & Adams have bought eight acres within the suburbs of Marshalltown, on which they are going to erect a large saw-mill.
The Portland, Me., best-sugar company are making inquiries about transferring their factory from that city to Des Moines.
The annual meeting of the Northern Iowa Beehive and Cheese Association is to be held at Monticello, Iowa, on February 25, 1881, and continuing in session three days.
Thirty head of four year old steers were recently sold at Jessup for the sum of \$2,200, or \$73.33 per head. This is only a fair sample of what Iowa breeding and feeding can accomplish.
A creamery company has been organized at Corydon, with a cash capital of \$5,000. It is now being put up for the company, and the necessary machinery will be secured during the coming month.
Controls are already made in Cedar Rapids for buildings which are estimated to cost \$100,000, and it is believed that the project will be expended there in substantial improvements during the year.
A dozen to twenty Indians have been shot down near Clarion. The squaws have been killed, and the farmers to chop cord wood, while the bucks give up their time to trapping rabbits and begging.
George Asers, of Manchester, from an average of eighteen cows, received for milk during eleven months of 1880, he having made cheese in 1880, he received \$1,022.58, or an average of \$57.36 each for the eleven months. William Meade, milking sixteen cows, received during the entire year \$882.73, or an average of \$55.17.
Des Moines capitalists and business men have organized a new railroad company, known as the Des Moines and St. Louis, to build a road from Des Moines to some point on the West. The road would be built on the site of the old road, and would stand ready to build the road provided a free right of way is secured and \$100,000 subsidy is raised.
Miss Jennie B. Lumshe, of Red Oak, met with a most serious and painful accident on the 24th inst., while coasting. She and several others were on a sled, and when near the bottom of the hill the sled swerved and she fell from it, striking her head on a water pipe lying there, and was broken in three places. It is believed she will be permanently lame, even if she is not compelled to lose her foot.
Monticello has a female shop-lifter, calling herself Mrs. Dolan, or Mrs. M. S. Murray, as the occasion demands. A search for a stolen feather-duster led to the discovery of a large amount of merchandise concealed about the premises. Stolen goods were found in all rooms of the house, concealed under and in the bed, and wherever the opportunity for concealment presented itself. The goods consisted of a large quantity of ladies' goods, ladies' shawls, cloaks, dolmans, hoisery, blankets, table-cloths, shoes, rubbers, etc.
The station and the Railroads.
The question of regulating by law the operation of the railroads of the country for the security of great public interests is one which was not until it has been settled, and it is difficult to see what settlement can ever be reached without the intervention of state and national authorities, and the general adoption of legislative measures. The corporations that own and operate the railroads have given little cause for hope by their past action and present attitude that they will ever be guided by the principles of justice or a regard for public rights where these come in conflict with the selfish interests of the managers. So long as there are rival interests struggling with each other there will be no possibility of concert of action based on a recognition of the just demands of the public, and if a federation of interests should be carried so far as to make unity of action possible, a

power over the material concerns of the public would be established which certainly could not be safely left free from a distinct responsibility to public authority. Whatever may be the course of future development, a legal supervision and control within proper limits will be necessary to secure the rights and interests of the people against the encroachments of corporate power, and the sooner they are established the easier will be the task of bringing the vast machinery employed in the business of transportation under salutary control.

The subject is occupying attention in several of the states, and measures are pending in congress which are to be earnestly pressed for consideration during the present session. Mr. Reagan is reported as determined to see action upon his bill in the house, if possible, and as it is now before the committee of the whole in the position of priority to all other business except appropriations, it is likely that he will succeed. Whether this or any other measure is adopted before the adjournment or not there will be some advantage in a discussion of the subject which will define the position of members, so that the public may know how they stand in relation to the general question. The Massachusetts railroad commissioners, in their communication to the chamber of commerce of this state, while strongly favoring action by state authority to prevent discrimination and secure supervision and control, were disposed to deprecate national action for fear of the state's position in the field of interstate commerce. But, notwithstanding their apprehensions, every argument which they used in support of the policy for separate state action applies with full force to the necessity of national action. The railroads have overstepped the face of the country, passing from state to state and creating boundaries at which the jurisdiction of state authority stops. The abuses and wrongs of which complaint is made as between one state and another, and the remedy must be co-extensive with the evil in order to be effectual. For the several states to act independently and yet act simultaneously, so as to establish a system of laws and of execution of laws which should adequately meet the necessities of the case, would be as impossible as it would be for them to visit and work harmoniously together in a political sense without the bond of the Union and the recognition of supreme authority in the National Government. Only regulate their own internal commerce, and the commerce by railroad that must needs regulation is that which crosses state boundaries from one part of the country to another. Of the power of congress in the premises there is no question. Of the wisdom of exercising it in this case ought to be no doubt. The problem to be solved has only to do with methods and limitations.

There are not before the house of representatives—that reported by the committee on commerce and that proposed as a substitute by Mr. Reagan. The former is unquestionably to have been drawn up by Mr. Charles Francis Adams, Jr., and is presumed to embody the provisions to which the railroad interest is generally willing to submit. It would give to a board of national road commissioners, to have general supervision over interstate lines, but with little power beyond that of watching and reporting. They are to see that the United States laws affecting railroads are enforced, but the value of that function obviously is not great, at least here as it forbids discrimination in general terms, but would allow of pooling arrangements, rebates, drawbacks, and all the evils which discrimination is wrought indirectly. The Reagan bill is much more stringent, prohibiting all discrimination in rates and the carrying of freight, and forbidding all rebates and drawbacks, all pooling arrangements to prevent competition and discrimination between lines, to the extent of charging more for car load for a shorter than for a longer distance. It does not assume to fix or to limit charges, but requires that the rates be equal for equal service, and that the rates be reduced to keep the schedules of rates posted, which cannot be changed without five days' notice, and to adhere strictly to the rates so published. These are the main features of the bill, apart from very rigid provisions in regard to penalties for violation. It provides for no commission to look after its enforcement, a defect which could be remedied in a separate measure. It is almost a certainty that legislation will be largely left to the states, unless there is some agency employed to secure its prompt and constant execution, and held responsible for the performance of watching and reporting. It is a serious question, too, whether it will not be necessary to give that agency the power of a special tribunal for the settlement of disputes, and the enforcement of its decisions, and the enforcement of its decisions.

With the failure to secure certain results, when measures after measures have been tried, then the "last resort" comes into service and produces the effect desired, as in the following case mentioned to me by Mr. J. W. Williams, Esq., of L. M. Ham & Co., Manufacturers of Bank Vaults and Steel Chests, 158 Portland St., Boston, Mass.: For two years my mother-in-law suffered with rheumatism and tried various remedies without relief. She finally determined to take Jacob's Oil, and with the application of the remedy was immediately relieved.

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